number of trains with the number of road vehicles passing over the level crossing in 24 hours); otherwise on deposit terms i.e. at the cost of the State Government concerned duly fulfilling certain preliminary pre-requisites required under extant rules. In addition, Road Over/Under Bridges (ROB/RUB) are also being constructed by NHAI (National Highway Authority of India) on Deposit term basis. Railways makes provision of funds in the budget on the basis of firm proposals received from the State Government for construction of Road over/under bridges on cost sharing basis.

Recently, General Managers of Zonal Railways have been given powers to sanction Limited Height Sub-ways depending upon site conditions, costing upto Rs. 45 lakhs each. These shall be considered based on criteria of safety, closure of nearby level crossing, local road users requirement etc.

The decision to take up work of construction of ROB/RUBs depends upon the proposal/ consent of the State Government to share the cost and agree for closure of Level Crossing.

(d) During the financial year 2007-08, Railway have targeted completion of two Road Over Bridge in lieu of LC No. 109 at Km. 921/11-14 at Rangpur and LC No. 71-A at Km. 92/12-13 at Hanumangarh in the State of Rajasthan. State Government Agency has also to complete their portion of the Road Over Bridge work at Hanumangarh.

Survey for gauge conversion

†1681. SHRI KRISHAN LAL BALMIKI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of proposals for rail lines included for survey for gauge conversion in the Rail Budget of 2007-08;

(b) the time frame fixed to complete the survey of above gauge conversion;

(c) the criteria fixed for sanctioning the above gauge conversion work after the completion of survey;

(d) whether any proposal for gauge conversion is being implemented under the National Railway Development Scheme in Rajasthan;

(e) if so, the details of the proposal and by when they would be implemented;

(f) whether Jaipur and Phulera, Ringas-Rewari section which is very sensitive and important, are also being included under the scheme; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Three surveys for gauge conversion of lines have been included in the budget for the year *2007-08* and are expected to be completed within a period of two years.

(c) Project Uni-gauge was taken up on 01.04.1992 and the policy adopted for taking up gauge conversion to carry out the conversion of lines at least cost yet providing a standard of service not lower than what the rail users were getting on the Metre Gauge covering the following areas:

† Original notice of the question was received in Hindi.

(i) To take up conversion of lines to develop alternative broad gauge (BG) routes obviating the need for doubling existing BG lines on these routes.

(ii) To establish new BG links between stations connected by other BG lines.

(iii) To establish BG connection to ports, industrial centres and locations having potential for growth.

(iv) To take up conversion of lines required on strategic considerations.

(v) To minimize transshipment and to improve wagon turn around by avoiding delays at transshipment points.

Many new line and gauge conversion projects have been taken up on socio-economic consideration for development of backward, hilly, remote and under developed areas.

(d) to (g) Gauge conversion of Ajmer-Phulera-Ringus-Rewari and Bhildi-Samdari have been taken up under National Rail Vikas Yojana. On Ajmer-Phulera-Ringus-Rewari (295 kms.) section, 210 kms from Phulera-Rewari via Ringus is targeted for completion during 2007-08 and Bhildi-Samdari and Ajmer-Phulera during 2008-09. gauge conversion of Jaipur-Phulera 2nd line is not a part of this scheme. However, it is sanctioned as a doubling project and targeted for completion during 2008-09.

Technical co-operation from french Railways to set up high-speed corridors

1682. SHRIMATI N.P. DURGA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Indian Railways sought any technical cooperation from French National Railways to set up high-speed passenger corridors in the country;

(b) if so, the details thereof;

(c) whether any discussion on this have been held with the officials concerned during the recent visit of French President to India;

(d) if so, the details thereof;

(e) whether any other cooperation has been sought from France; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) Yes, Sir.

(d) During the fifth Indo-French Steering Committee meeting held on 15.01.2008 in New Delhi with SNCF International, France (a French National Railway Company), French side shared their experience of high speed trains in France with the Indian side. Both sides endeavoured to have a concerted approach regarding any seminars to be held by French Railways on the subject in India.

(e) and (f) Under the ambit of an Memorandum of Understanding (MoU) with French Railways, sessions on cooperation on the areas of electric traction system, electric locomotive technology, fire simulation software and training have taken place.